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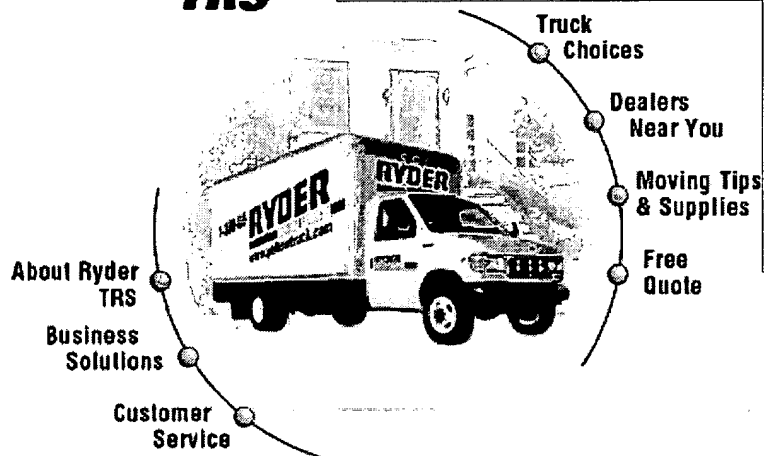
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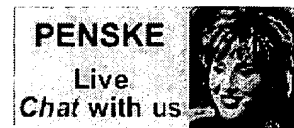
Car Carrier Instructions

WARNING: Read before using the car carrier.

Also see the [tire chart](#) to compare a Car Carrier with a [Tow Dolly](#).

The car carrier may only be used with a Penske truck. When used properly, the car carrier can provide a safe and effective means to transport a vehicle within the following limitations. Contact your local Penske representative if you have any questions.

Car Carrier Load Limitations



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Towed vehicle at widest point:	79"
Minimum width:	42" between inside of tires
Maximum weight:	4,055 lbs.
Maximum wheel base:	125"
Maximum size for tires:	
17" or larger tires	<u>Not Transportable</u>
16" tires	265 70 R16
15" tires	265 60 R15
14" tires	265 60 R14
Minimum size for tires:	
13" tires	165 70 R13
12" tires	<u>Not Transportable</u>

Refer to [tire size chart](#).

- Vehicle must be centered with front end on car carrier facing forward.
- Vehicles with low front end or air dams may not have enough ground clearance to drive up the car carrier ramps.
- Towed vehicles must not be loaded with possessions, people, pets, etc

IMPORTANT

Car carrier must be attached to truck before loading the transported vehicle. Do not back the truck with car carrier attached if you are not skilled in backing a trailer.

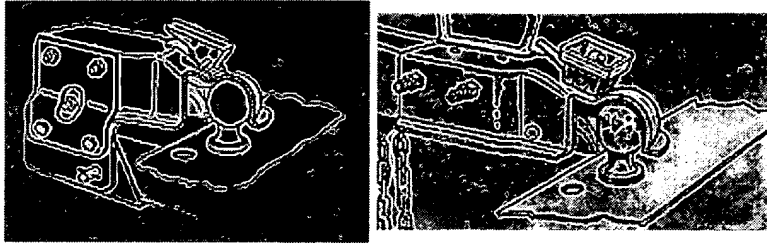
Hookup of the Car Carrier to Truck

Your Penske representative will hook up the car carrier to the truck at the time of rental. However, if it is necessary for you to disconnect the car carrier in order to load the truck, follow the instructions to reattach the car carrier.

- The coupler locking device must be in the full open position. If equipped with a lower locking plate, the plate must be in the down position. Place the coupler of the car carrier over the 2" hitch ball on the truck. Be sure the coupler is fully seated down over the ball.

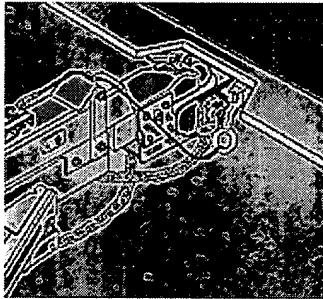
Lever-Type Coupler
(with locking plate)

Handwheel-Type Coupler



- Completely lock the coupler. If equipped with a lever-type coupler, the lever must be in the down position and the locking pin inserted. If equipped with a lower locking plate, the plate must be in the up horizontal position. If equipped with a handwheel-type coupler, completely tighten the handwheel. The tongue jack must be fully cranked to the up position before moving the car carrier.
- Connect the color-coded wires from the car carrier to the corresponding color-coded posts on the truck's electrical box. Check for proper operation.
- Crisscross the safety chains from the tongue of the car carrier. Pass through eyelets on truck and attach hook to safety chain. Allow slack in the chains for movement during turns made by the truck and car carrier.

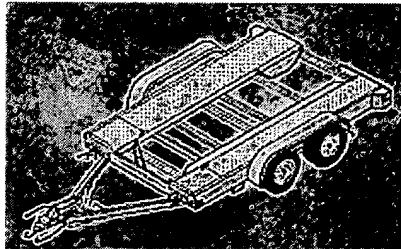
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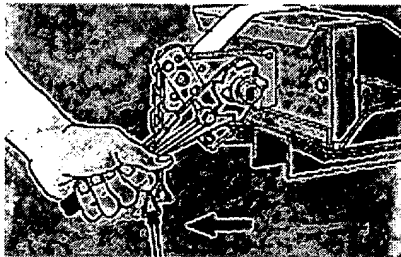
5. Secure the emergency brake actuator cable to the eyelet on the truck and allow enough slack for turning.

Hookup of the Transported Vehicle to Car Carrier

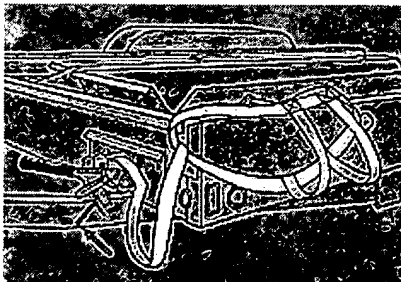
It is the customer's responsibility to hook up the transported vehicle to the car carrier. Consult your insurance carrier before towing as Penske is not responsible for any damage to a transported vehicle.



1. Be sure that the truck and car carrier are straight and on level ground.



2. Remove safety pin on ratchet assembly and unroll straps. Place ratchet handle in the down position.



3. Lay tire straps along fender side of car carrier, off of tire platform.

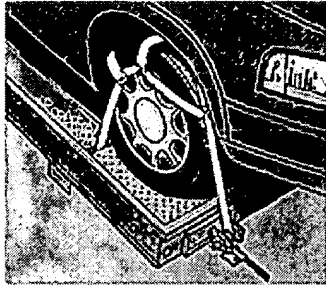


4. Push down on the ramp release latch and pull ramps out completely using the ramp handles. Lower ramps to the ground.

5. With someone safely guiding you, slowly drive the front end of the transported vehicle onto the car carrier until the tires on the transported vehicle are resting against the wheel stops. Make certain that the transported vehicle is centered on the car carrier platform. **NEVER BACK UP A TRANSPORTED VEHICLE ONTO A CAR CARRIER.**

6. Place transported vehicle in park or low gear and set parking brake.

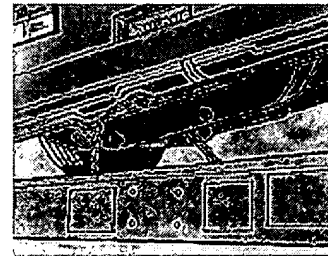
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7. Center the tie-down ratchets in front of the transported vehicle's tires and pull the car carrier tire straps forward over the tires.

8. Tighten each tire strap securely by pulling up and down as many times as necessary on the car carrier ratchet assembly handle. Be sure the strap on the inside of the tire does not come in contact with any brake or suspension parts. Insert safety pins and attach safety clip with ratchet handle in down position.

9. Hook up safety chains from car carrier to the frame of transported vehicle directly above the area where chains are mounted on the car carrier. Safety chains must not attach or go over steering or brake parts of transported vehicle. Allow slight slack in chains to provide for suspension movement on the transported vehicle.



10. Using the ramp handles, return the ramps to the storage position. Be sure ramp latch lock snaps in place.

11. Check the towing system after hookup, tow about 100 feet, then stop, and perform a safety check. Check the bolts, chains, coupler, ramps, tire straps, and other items to make sure they are in the right position and secure. Repeat the safety check after the first five miles and then every 50 miles thereafter.

12. Towed vehicle is now safely connected and ready to be towed.

CHECK THE CAR CARRIER BOLTS, COUPLER , SAFETY CHAINS, ELECTRICAL HOOKUP, AND TIRE STRAPS AFTER THE FIRST FIVE MILES OF TRAVEL AND THEN EVERY 50 MILES THEREAFTER.

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Unload Transported Vehicle from Car Carrier

- Do not unhook car carrier from truck until transported vehicle is removed from car carrier.
- Park truck and car carrier straight and on level ground.
- Fully apply the parking brakes on the Penske truck and the transported vehicle.
- Remove tire straps from the towed vehicle, placing the ratchet handle in the down position.
- Push down on ramp release latch and pull ramps out completely using the ramp handle. Lower ramps to the ground.
- Release parking brake on transported vehicle.

- SLOWLY back transported vehicle off of car carrier to prevent bottom of vehicle from contacting ramps.
- Return car carrier ramps to the storage position and make sure they are locked in place.
- Take up excess slack of tire straps in ratchet assembly.
- Place safety chains in storage position.

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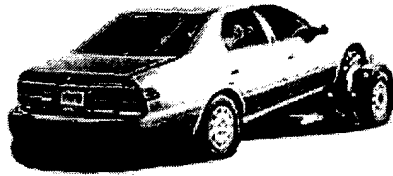
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Tow Your Vehicle

Important! Please read.



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Please see the [tire chart](#) to compare a car carrier to a tow dolly.



For Tow Dolly

A tow dolly lifts the front wheels of your vehicle off the pavement and pulls it behind your truck. This is the recommended method for towing front-wheel drive vehicles.

- Rubber torsion suspension axle
- Attached ramps for easy loading
- Three-point tie down strap system attached to dolly
- Solid ground wire harness to eliminate electrical shorts

For Car Carrier

The Penske car carrier carries your entire car on a trailer that attaches to the rear of the truck and is recommended for four-wheel drive vehicles.

- FlexRide torsion suspension axle
- 84 inch Ramp with 13.75 degree angle
- Maximum load capacity of 4055 lbs.
- Three-point tie down strap
- Solid ground wire harness to eliminate electrical shorts



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If you have any questions, consult the [tow dolly](#) or [car carrier](#) instruction areas of our website or call your local Penske representative. A free instructional CD is also available upon request. [Click here to order.](#)

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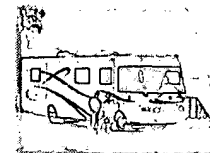
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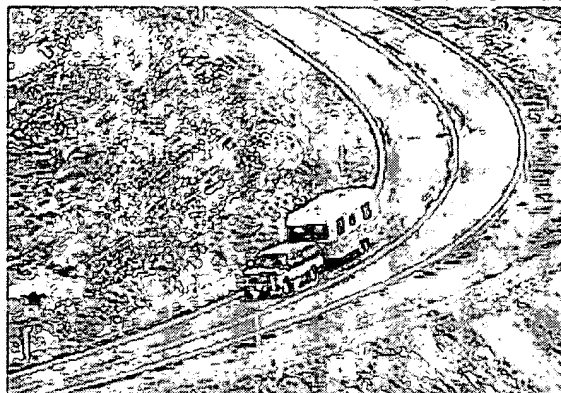
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Older Drivers
Stopping
Integration
Cost
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If you're uncertain about the laws in your area, check with your state law enforcement agency. The information given here are meant only as a general guide, it should not be taken as absolute fact. The information provided in this page can change at any given day.

Since 1998, competition has forced the three major pickup truck manufacturers to raise their tow capacity ratings to 14,000 lb. (or there about) maximum. This has happened with the same large engines, 4.10 differential ratios, trailer towing packages, dually or not, and as far as we can see with no changes to the basic products. They are no different than the 1996 and older models that were rated at 12,500 lb. towing capacity. This is primarily because the new fifth wheel trailers with multiple slide-outs and longer lengths result in 14,000 to 22,000 lb. Gross Vehicle Weight Ratings (GVWR). The pickup manufacturing major players just don't want to loose out on the business of towing fifth wheel trailers.

Well lets get real. Pickups just cannot handle fiver GVWRs greater than 14,000 lb. Oh we know, you all drive carefully, don't follow too close; and just travel in the daytime when there's no traffic, etc. What we have to realize is that although you can beef up the horsepower, or the suspension, or the transmission you can't do much about increasing a pickup's stopping capabilities. The gross weight rating, tire size, brake surface, etc. can't be changed much. Therefore while it is possible to pull a big fiver, you just can't stop a big combination or turn it quickly in emergencies. Other consequences could be frying the transmission, ripping up the rear differential, smoking the brakes etc. too.

up

Older Drivers

Many of us are in our "senior years" as we claim all the senior discounts, but with age other things happen to our bodies. Reaction Time slows. Eye sight is not as crisp or focused. Stamina is waning. Strength is less. Lets face it statistically we get into more accidents than 30 year olds do. We must do everything possible to compensate for our aging capabilities and one way to do that is to drive the safest possible rigs especially when it comes to getting them stopped or turned in emergencies.

up

Stopping

Lots of things effect the stopping distance of an RV. Road Condition must be compensated for by adjusting our


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forward speed. When it is raining, even if we are behind schedule (Why should we have a schedule?) we must slow down and increase the following distance. There is a rule that is taught to truckers that says the base following distance has to be 4 seconds or more. One additional second is added to the base 4 second for each additional negative condition. One second added for slick roads; one second added for limited visibility like fog; one second is added for fatigue; etc. Oh, we know, the aggressive car drivers will cut in, or honk because they think you are going too slow. But we all have to be ready for the emergency that will eventually come your way.

[up](#)

Turning

Lots of things effect turning capability at highway speeds. The major ones are the wheelbase of the motive vehicle, center or gravity, type of hitch, condition of the tires, suspension component design and condition. Million mile truck drivers know that its a lot easier to dodge a hazard if there's room, than it is to stop. Highway speed maneuvering, like a lane change, is a challenge. The point is we probably don't practice doing it, so when it's required we can't do it safely. Longer wheelbases add significantly to the stability of a vehicle attempting to negotiate a high speed maneuver. The shorter the wheel base and the higher the Center of Gravity the more unstable any vehicle becomes.

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Integration

Matching the tow truck and the fiver, becomes another significant variable to deal with. Larger fivers, greater than 13,600 lb. GVWR, require medium duty trucks -- There is no pickup that can safely and legally tow, turn and stop a 16,000 lb. fiver, let alone a 22,000 lb. 40' with three slide outs. The truck must be matched to the fiver in size and weight. The bed and hitch height of the truck must be matched to the fiver hitch height for proper balance. The location of the hitch over or slightly ahead of the rear axle, creates a turning radius that eliminates the use of short bed pickups, unless you get a sliding fifth wheel hitch (which you can't slide back while you are driving). Medium duty trucks can tow 30,000 lb. safely and legally and are rated to stop 45,000 lb. plus. That means the truck can stop a heavy fiver even if the trailer brakes fail.

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Cost

Initial outlay for tow rigs is a major concern. However, in order to protect person and property medium duty trucks are becoming a necessity. Long range analysis will show that a medium duty truck may actually have a lower cost of ownership. Here is an actual case study. An avid RVer wants to tow a heavy fiver so he buys a high quality medium duty truck with a custom truck bed and fifth wheel hitch. The rig is rated to tow 30,000 lb. This hitch is rated for 26,000 lb. The wheel base is 180" and even though the total length of the truck is 23' it still turns in less than 45'. The purchase price was \$53,000. He then safely tows his 14,000 lb. fiver for 90,000 miles over 4 years, and then it comes time to stop RVing. He sold this tow rig for \$45,000 since it was hardly broken in and had many miles still left to drive. That means the capital cost of ownership was less than \$10,000 giving an allowance for tying up \$23,000 additional capital. The maintenance, license, insurance and fuel costs (the rig got 12mpg towing) was less than that of a dually pickup. Hypothetically, a dually would have cost \$30,000 new, and sold for no more than \$14,000 with 90,000 miles on it. Towing 14,000 lb., the chance of some major repair required during the 90,000 miles is very great, and if not covered by warranty, would have significantly raised the cost of ownership. --- Which rig would you like to drive? By the way, remember the pickup was not rated to tow the subject fiver.

None of us would ever board an overloaded airplane - so why in the world would we drive an overloaded RV? There is data that shows that over 60% of the RV's on the road today are overloaded beyond their ratings. We must start forcing, the industry to accurately rate their products, and dealers to properly match fivers to tow trucks or we will have the heavy hand of the government regulating us. Every rig will have to stop at the truck scales like the trucks do! Please actually weigh your rigs on a public scale and if they are overweight, do something to bring them back to proper limits. Even if you have to trade for a smaller fiver, or a larger truck, your life may depend on you driving within the limits of your equipment and your capability.

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Size Limits & Triple Towing Chart

State	Height	Width	Combined Length	Triple Towing
Alabama	13 1/2'	8 1/2'	65'	No
Alaska	14'	8 1/2'	75'	Yes
Arizona	13 1/2'	8'	65'	Yes With certain qualifications. Arizona, Illinois: only with fifth wheel trailer.
Arkansas	13 1/2'	8 1/2'	65'	Yes
California	14'	8 1/2'	65'	Yes Total maximum length of 65 ft.
Colorado	13'	8 1/2'	70'	Yes Total maximum length of 70 ft.
Connecticut	13 1/2'	8 1/2'	60' On designated rural interstates; some exceptions. Maximum: 48 ft.	No
Delaware	13 1/2'	8 1/2'	60'	No
District of Columbia	13 1/2'	8' Special wide-body regulations.	55'	No
Florida	13 1/2'	8 1/2' 8 1/2 ft. on certain federal road systems.	65'	No
Georgia	13 1/2'	8 1/2'	60'	No
Hawaii	14'	9'	65'	No
Idaho	14'	8 1/2'	75'	Yes Total maximum length of 65 ft.
Illinois	13 1/2'	8 1/2'	60'	Yes Maximum: 60 ft. on selected highways. Special permit in Oregon. With certain qualifications. Arizona, Illinois: only with fifth wheel trailer.
Indiana	13 1/2'	8 1/2'	60'	Yes Total maximum length of 65 ft.
Iowa	13 1/2'	8 1/2'	60'	Yes
Kansas	14'	8 1/2'	65'	Yes Total maximum length of 65 ft.
Kentucky	13 1/2'	8'	65'	Yes Total maximum length of 65 ft.
Louisiana	13 1/2'	8 1/2' 8 1/2 ft. on certain federal road systems.	65'	Yes Total maximum length of 70 ft

Maine	13 1/2'	8 1/2'	65'	No
Maryland	13 1/2'	8'	55'	Yes
Massachusetts	13 1/2'	8 1/2'	60'	No
Michigan	13 1/2'	8'	59'	Yes With certain qualifications. Arizona, Illinois: only with fifth wheel trailer.
Minnesota	13 1/2'	8 1/2'	75'	Yes With certain qualifications. Arizona, Illinois: only with fifth wheel trailer.
Mississippi	13 1/2'	8 1/2'	None	Yes
Missouri	14'	8 1/2'	65'	Yes Total maximum length of 65 ft.
Montana	14'	8 1/2' Special wide-body regulations.	75'	Yes Total maximum length of 70 ft.
Nebraska	14 1/2'	8 1/2'	65'	Yes Total maximum length of 65 ft.
Nevada	14'	8 1/2'	70'	Yes Total maximum length of 70 ft.
New Hampshire	13 1/2'	8'	None	No
New Jersey	13 1/2'	8'	62'	No
New Mexico	14' On designated rural interstates; some exceptions.	8 1/2'	65'	No
New York	13 1/2'	8 1/2' Some exceptions.	65'	No
North Carolina	13 1/2'	8 1/2' On interstate highways; secondary roads still eight feet.	60'	No
North Dakota	14'	8 1/2'	75'	Yes Total maximum length of 75 ft.
Ohio	13 1/2'	8 1/2'	65'	Yes Total maximum length of 65 ft.
Oklahoma	13 1/2'	8 1/2'	70'	Yes Total maximum length of 65 ft.
Oregon	14'	8' Some exceptions.	50' Maximum: 60 ft. on selected highways. Special permit in Oregon.	No
		8 1/2' 8 1/2' on all state routes.		

Pennsylvania	13 1/2'	On some other roads 8' limits are posted.	60'	No
Rhode Island	13 1/2'	8 1/2'	60'	No
South Carolina	13 1/2'	8 1/2'	None	No
South Dakota	14' On designated rural interstates; some exceptions.	8 1/2'	75'	Yes Total maximum length of 75 ft
Tennessee	13 1/2'	8 1/2'	65'	Yes Total maximum length of 65 ft.
Texas	14'	8 1/2'	65'	Yes Total maximum length of 65 ft.
Utah	14'	8 1/2'	65'	Yes Total maximum length of 65 ft.
Vermont	13 1/2'	8 1/2'	65'	No
Virginia	13 1/2'	8'	60'	No
Washington	14'	8 1/2'	75'	No
West Virginia	13 1/2'	8 1/2'	55' Maximum: 60 ft. on selected highways. Special permit in Oregon.	No
Wisconsin	13 1/2'	8 1/2'	65'	Yes With certain qualifications. Arizona, Illinois: only with fifth wheel trailer.
Wyoming	14'	8 1/2'	85'	Yes

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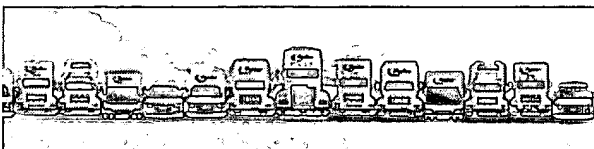
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Truck Rental Home Page



25,000 Trucks Are Just a Telephone Call Away

With the nation's largest fleet of commercial rental vehicles, you can find the truck you need, right now, right near you. Large and small straight trucks, Versatile City Vans, Refrigerated trucks, Tractors, Trailers, even Flatbeds. The Ryder rental fleet has over 25,000 quality commercial rental trucks ready and waiting at more than 800 convenient locations.

Every Ryder Commercial Rental truck is maintained to the highest industry standards and designed to help increase driver comfort and productivity with air conditioning, AM/FM radios and power steering. And every Ryder rental comes complete with 24-hour roadside assistance and Ryder's exclusive Commercial Rental Guarantee.

Call 1-800-BY-RYDER (1-800-297-9337) to be connected to the Ryder Commercial Rental location nearest you.



Truck Choices

[Home](#)[Truck Choices](#)[A Dealer Near You](#)

About Our Trucks

With a fleet of over 32,000 trucks, plus 10,000 new trucks to be added this year, Ryder TRS has the right size truck for you, at the right time, ready to hit the road. Our bright yellow Ford and GMC trucks are among the newest, most reliable trucks in the industry -- we spend over \$100 million a year to keep our trucks well maintained, ensuring they are ready when you need them.

[10' Truck](#) [15' Truck](#) [24' Truck](#)

From 10' to 24' trucks, Ryder TRS offers a variety of vehicles to meet customers' moving needs. They come equipped with power steering, automatic transmission, AM-FM radio and air conditioning.

Choose the type of vehicle above to view the specifics.

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Tips

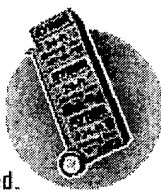
If you're going to need a babysitter on moving day, reserve one beforehand.

[See more.](#)

Moving Tips & Supplies

Supplies

Car towing, equipment, hand trucks and furniture pads to suit your every need.



Boxes

Check out our selection of boxes and packing supplies.



Inventory

Keep account of all your personal possessions with our Inventory worksheet.

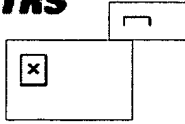
Checklist

While you're busy packing for your move, use this checklist to make sure that other important tasks don't get overlooked.

Protection Plan

Make sure your covered in case of an accident or theft.

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Trucks need more room to stop than cars. Allow extra stopping distance, don't tailgate and avoid sudden stops.

[See more.](#)

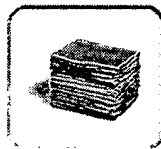
Moving Tips & Supplies

Inventory**Checklist****Supplies****Boxes****Protection Plan**

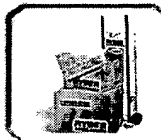
Moving With Ease

Ryder TRS towing equipment, hand trucks and furniture pads will reduce stress, both to your body and to your belongings, and even make your move more enjoyable.

We offer these accessories to make your move easier:

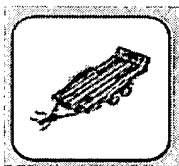


Furniture pads will save your furniture from the scratches and dings moving can produce.

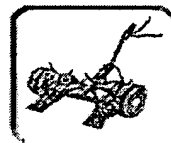


A hand truck will save your back from the stress of lifting heavy objects. It will also speed up your moving process by allowing you to carry more on each trip to or from the truck.

By selecting one of Ryder's valuable towing options, you can prevent unnecessary mileage on your vehicle, save gas money, and enjoy the safety of travelling with two people in the cab of your Ryder truck. We offer two car-towing systems that are safe and simple to use:



Our car carrier carries your entire car on a trailer that attaches to the rear of your truck. This is recommended for four-wheel drive and all-wheel vehicles.



A tow dolly is recommended for front-wheel drive vehicles; it lifts the front wheels off the pavement and pulls it behind your truck.

To find out more about renting these items for your move, [Locate a Dealer near you](#) or call 1-800-GO-RYDER.

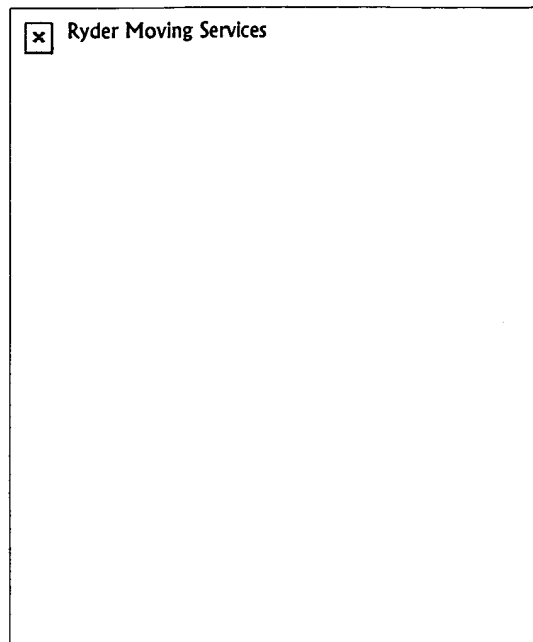
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Welcome to Ryder Moving Services, your online self-move resource, where you'll find fully equipped trucks to fit your every need. Whether you're moving across the country or across town, Ryder Moving Services is with you every step of the way.

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